

TABLE 9.9
ON-DEMAND AIR TAXIS
 (U.S. Air Carriers Operating under 14 CFR 135)
Aircraft Accidents, Fatalities and Rates
1987 - 1996

| Year | Number of Accidents | | Total Fatalities | Aircraft Hours Flown 1/ (000) | Accident Rate Per 100,000 Aircraft Hours | |
|---------|---------------------|-------|------------------|-------------------------------|--|-----------------|
| | Total | Fatal | | | Total Accidents | Fatal Accidents |
| 1987 | 96 | 30 | 65 | 2,657 | 3.61 | 1.13 |
| 1988 | 101 | 28 | 59 | 2,632 | 3.84 | 1.06 |
| 1989 | 110 | 25 | 83 | 3,020 | 3.64 | 0.83 |
| 1990 | 106 | 28 | 50 | 2,249 | 4.71 | 1.24 |
| 1991 | 87 | 27 | 70 | 2,241 | 3.88 | 1.20 |
| 1992 | 76 | 24 | 68 | 2,009 | 3.78 | 1.19 |
| 1993 | 69 | 19 | 42 | 1,809 | 3.81 | 1.05 |
| 1994 | 85 | 26 | 63 | 1,993 | 4.26 | 1.30 |
| 1995 | 75 | 24 | 52 | 1,910 | 3.93 | 1.26 |
| 1996 2/ | 87 | 27 | 59 | 1,902 | 4.57 | 1.42 |

1/ Exposure data estimate from FAA.

2/ Preliminary

Figures from 1987 through 1995 have been revised.

Source: National Transportation Safety Board.

TABLE 9.10
U.S. GENERAL AVIATION FLYING
 (All Operations other than those Operating under 14 CFR 121 or 14 CFR 135)
Aircraft Accidents, Fatalities, and Rates
1987-1996

| Year | Number of Accidents | | Total Fatalities | Aircraft Hours Flown (000) | Accident Rate Per 100,000 Aircraft Hours | |
|------|---------------------|-------|------------------|----------------------------|--|-------|
| | Total | Fatal | | | Total | Fatal |
| 1987 | 2,495 | 447 | 838 | 26,972 | 9.25 | 1.65 |
| 1988 | 2,385 | 460 | 800 | 27,446 | 8.69 | 1.68 |
| 1989 | 2,232 | 431 | 768 | 27,920 | 7.98 | 1.53 |
| 1990 | 2,215 | 442 | 766 | 28,510 | 7.77 | 1.55 |
| 1991 | 2,175 | 432 | 786 | 27,226 | 7.98 | 1.58 |
| 1992 | 2,073 | 446 | 857 | 23,792 | 8.71 | 1.87 |
| 1993 | 2,039 | 398 | 736 | 22,531 | 9.05 | 1.76 |
| 1994 | 1,994 | 404 | 730 | 21,873 | 9.11 | 1.84 |
| 1995 | 2,054 | 411 | 733 | 23,538 | 8.72 | 1.74 |
| 1996 | 1,907 | 358 | 631 | 23,650 | 8.06 | 1.51 |

Figures from 1987 through 1995 have been revised.

Suicide/sabotage cases included in "Accidents" and "Fatalities" but excluded from accident rates in this table - 1987 (1, 1 fatal); 1988 (1); 1989 (5, 4 fatal); 1990 (1); 1991 (3, 2 fatal); 1992 (1, 1 fatal); 1993 (1, 1 fatal); 1994 (2, 2 fatal); 1995 (2, 1 fatal).

Effective in April 1995, the NTSB is required by law to investigate all public use accidents. The effect on the number of general aviation accidents is an increase of approximately 1 1/2 percent.

All 1996 figures are preliminary.

Source: National Transportation Safety Board.